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Resolution adopted by the General Assembly on 22 December 2015

[*on the report of the Second Committee (A/70/472)*]

70/197. Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors

The General Assembly,

Recalling the Rio Declaration on Environment and Development,[1] Agenda 21,[2] the Programme for the Further Implementation of Agenda 21,[3] the Johannesburg Declaration on Sustainable Development,[4] the Plan of Implementation of the World Summit on Sustainable Development (Johannesburg Plan of Implementation)[5] and the outcome document of the United Nations Conference on Sustainable Development, entitled "The future we want",[6]

Reaffirming its resolution 70/1 of 25 September 2015, entitled "Transforming our world: the 2030 Agenda for Sustainable Development", in which it adopted a comprehensive, far-reaching and people-centred set of universal and transformative Sustainable Development Goals and targets, its commitment to working tirelessly for the full implementation of this Agenda by 2030, its recognition that eradicating poverty in all its forms and dimensions, including extreme poverty, is the greatest global challenge and an indispensable requirement for sustainable development, its commitment to achieving sustainable development in its three dimensions — economic, social and environmental — in a balanced and integrated manner, and to building upon the achievements of the Millennium Development Goals and seeking to address their unfinished business,

Reaffirming also its resolution 69/313 of 27 July 2015 on the Addis Ababa Action Agenda of the Third International Conference on Financing for

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[1] *Report of the United Nations Conference on Environment and Development, Rio de Janeiro, 3-14 June 1992*, vol. I, *Resolutions Adopted by the Conference* (United Nations publication, Sales No. E.93.I.8 and corrigendum), resolution 1, annex I.

[2] Ibid., annex II.

[3] Resolution S-19/2, annex.

[4] *Report of the World Summit on Sustainable Development, Johannesburg, South Africa, 26 August–4 September 2002* (United Nations publication, Sales No. E.03.II.A.1 and corrigendum), chap. I, resolution 1, annex.

[5] Ibid., resolution 2, annex.

[6] Resolution 66/288, annex.

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Development, which is an integral part of the 2030 Agenda for Sustainable Development, supports and complements it, helps to contextualize its means of implementation targets with concrete policies and actions, and reaffirms the strong political commitment to address the challenge of financing and creating an enabling environment at all levels for sustainable development in the spirit of global partnership and solidarity,

Recalling its resolution 69/213 of 19 December 2014 on the role of transport and transit corridors in ensuring international cooperation for sustainable development,

Taking note of the Ashgabat Declaration, adopted at the High-level International Conference on the Role of Transit Transport Corridors in Ensuring International Cooperation, Stability and Sustainable Development held in Ashgabat on 3 and 4 September 2014,[7] in cooperation with the Economic Commission for Europe, the Economic and Social Commission for Asia and the Pacific and the International Road Transport Union,

Recalling its resolutions 55/215 of 21 December 2000, 56/76 of 11 December 2001, 58/129 of 19 December 2003, 60/215 of 22 December 2005, 62/211 of 19 December 2007, 64/223 of 21 December 2009, 66/223 of 22 December 2011 and 68/234 of 20 December 2013 on enhanced cooperation between the United Nations and all relevant partners, in particular the private sector,

Recalling also its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005, 62/244 of 31 March 2008, 64/255 of 2 March 2010, 66/260 of 19 April 2012 and 68/269 of 10 April 2014 on improving global road safety and the need to develop plans to improve road safety along international road transit corridors in line with the Global Plan for the Decade of Action for Road Safety 2011–2020,

Welcoming the Second Global High-level Conference on Road Safety, held in Brasilia on 18 and 19 November 2015, to review progress in implementing the Global Plan for the Decade of Action for Road Safety 2011–2020 and meeting the goal of the Decade of Action,

Welcoming also, in this regard, the appointment of the Special Envoy of the Secretary-General for Road Safety,

Welcoming further the work of the Secretary-General's High-level Advisory Group on Sustainable Transport, and looking forward to the launch of a global transport outlook report,

Recognizing the important role of environmentally sound, safe, efficient, reliable and affordable multimodal transport and transit corridors for the efficient movement of goods and people in supporting sustainable economic growth, improving the social welfare of people and enhancing international cooperation and trade among countries,

Emphasizing the need to harmonize and improve transport and border-crossing infrastructure and facilities and services along the international transport and transit corridors,

[7] A/68/991, annex.

Noting the importance of the United Nations Development Account projects focused on developing broader transport corridors that are being implemented by the five United Nations regional commissions, and of identifying the physical and institutional infrastructure requirements that would be needed to make them operational,

Recognizing the importance of addressing the special needs of landlocked developing countries, inter alia, by establishing and promoting efficient transit transport systems that link them to international markets, and in this regard reaffirming that the Almaty Declaration,[8] the Vienna Declaration and the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024[9] constitute a fundamental framework for genuine partnerships between landlocked and transit developing countries and their development partners at the national, bilateral, subregional, regional and global levels,

Recognizing also the need to connect the economies of small island developing States to the network of global supply chains by integrating them into existing and emerging multimodal transport and transit corridors, and in this regard reaffirming that the SIDS Accelerated Modalities for Action (SAMOA) Pathway[10] outlines the sustainable development priorities for small island developing States,

Stressing the importance of actively supporting private sector investment, including through public-private partnerships and grant/loans blending, for infrastructure development and maintenance in communications and in multimodal transport such as railways, roads, waterways, warehouses and port facilities in the least developed countries, and in this regard recalling that the Istanbul Declaration and Programme of Action for the Least Developed Countries for the Decade 2011–2020[11] highlights the need to build the infrastructure of least developed countries as a priority area for action,

Noting the launch on 26 September 2015 of the Global Partnership for Sustainable Transport, developed by the International Road Transport Union and the United Nations Global Compact, and recognizing in this regard the mission and objectives that the Global Partnership pursues as a business- and industry-led, action-oriented, multi-stakeholder initiative involving all modes of transport,

Recognizing the need for continued cooperation and coordination between the United Nations and existing partnerships on sustainable transport issues, such as the Global Partnership for Sustainable Transport, the Partnership on Sustainable Low Carbon Transport and the Group of Friends on Sustainable Transport,

Highlighting the role of international roads and railways, intermodal logistics centres and dry ports, global logistics and supply chains, integrated transport modes, appropriate technologies and the maintenance and upgrading of infrastructure in promoting seamless international transit transport,

Underlining the importance of cooperation among all modes of transport to create and maintain sustainable supply chains, especially in developing countries, in

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[8] *Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003* (A/CONF.202/3), annex II.

[9] Resolution 69/137, annexes I and II.

[10] Resolution 69/15, annex.

[11] *Report of the Fourth United Nations Conference on the Least Developed Countries, Istanbul, Turkey, 9–13 May 2011* (A/CONF.219/7), chap. I and II.

order to improve access to markets and the reliability of supply, enhance diversification and value addition, improve the competitiveness of commodities, strengthen the market chain, improve market structures, broaden the export base and ensure the effective participation of all stakeholders,

Recognizing the importance of transport and transit corridors in facilitating transport linkages on domestic routes and promoting urban-rural connectivity in order to boost economic growth at the local and regional levels, promote interconnections between cities, peoples and resources and facilitate intraregional and interregional trade,

1. *Recognizes* the need for continued international cooperation to address the issues relating to transport and transit corridors as an important element of sustainable development;

2. *Takes note* of the report of the Secretary-General on the role of transport and transit corridors in ensuring international cooperation for sustainable development;[12]

3. *Invites* the Secretary-General to continue to promote and facilitate effective international cooperation on sustainable transport issues, and in this regard encourages further efforts, as appropriate, to strengthen the coordination of the work of the United Nations system in the area of transportation;

4. *Welcomes* the initiative of the Secretary-General to convene, towards the end of 2016, a global sustainable transport conference, and notes that the conference will be funded through extrabudgetary resources;

5. *Underlines* that international transport corridors should be identified, designed and developed, keeping in mind the safety and protection of transport users and the competitive advantages of each mode of transport and addressing infrastructure needs and the regulatory and institutional framework for the services that those corridors provide, including the promotion of social dialogue, safety and health in the workplace and gender balance in the workforce;

6. *Encourages* States to consider adopting energy efficiency and low carbon technologies when making improvements to transport and transit corridors and related infrastructure, and underlines the importance of such technologies in international cooperation on transport issues;

7. *Welcomes* the efforts of the relevant organizations of the United Nations system, other international, regional and subregional organizations, in particular the World Bank, the regional development banks, the World Customs Organization, the World Trade Organization, the International Road Transport Union, the International Union of Railways and the International Transport Forum, within their respective mandates, to develop and operationalize international and regional transport and transit corridors;

8. *Calls for* efforts to promote regional and interregional economic integration and cooperation, including by improving transportation infrastructure, enhancing connectivity and facilitating trade and investment;

9. *Welcomes* new and existing initiatives to enhance regional and interregional connectivity and transport infrastructure in order to unleash the

[12] A/70/262.

potential of cooperation among all modes of transport and achieve economic dynamism for integrated sustainable development;

10. *Calls upon* Member States and international and regional organizations to further encourage enhanced networking and periodic consultation among related stakeholders involved in the development and operation of international transport and transit corridors;

11. *Invites* all States that have not yet done so to consider signing, ratifying or acceding to the United Nations conventions and agreements on transport and transit facilitation, including the International Convention on the Harmonization of Frontier Control of Goods [13] and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention); [14]

12. *Underscores* the need to mobilize, as appropriate, additional financial resources for the development of transport infrastructure and services, including through the promotion of public-private partnerships, so as to achieve inclusive and sustainable development;

13. *Encourages* the organizations of the United Nations system and other international organizations, relevant international financing institutions, multilateral and bilateral donors and the private sector to further coordinate their efforts and to collaborate in mobilizing financial and technical assistance to countries for comprehensive cooperation among all modes of transport so as to promote sustainable multimodal transit corridors.

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[13] United Nations, *Treaty Series*, vol. 1409, No. 23583.
[14] Ibid., vol. 1079, No. 16510.